

ABSTRACT OF THE DISCLOSURE

An automated vehicle transmission having a wet clutch and an auxiliary motor that is operatively connected to the transmission to overcome residual torque forces in the wet clutch. Residual torque forces in the wet clutch may prevent disengagement of a gear train and also prevent the transmission from shifting into neutral. A control system determines whether residual torque is resisting the disengagement of the gear train for more than a predetermined time period. According to the method, if a shift is delayed for more than the predetermined time period, the auxiliary motor is actuated to apply an oppositely oriented torque to the transmission gear train to overcome the residual torque and allow the transmission to shift into neutral.